



The China Mail

ESTABLISHED 1845

H. MUMFORD
JAPANESE PHOTOGRAPHY
AND
DRAWING AND ENGRAVING
ARTISTS & ENGRAVERS
85, QUEEN'S ROAD
CENTRAL

No. 15,297

號八月五年二十一百九千一

HONGKONG, WEDNESDAY, MAY 8, 1912

子壬戌年十一百六千四元

PRICE, \$3.00 Per Month

THORNE'S
OLD VAT



SCOTCH WHISKY.

R. THORNE & SONS, L^{td}
GREENOCK & LONDON

SOLE AGENTS IN HONG KONG, CANTON & MACAO
A. S. WATSON & CO. LTD.

POPULAR

ASAHI BEER



OBTAINABLE EVERYWHERE.

SOLE AGENTS:

Mitsui Bussan Kaisha.

Hongkong, January 3, 1912.

NAVAL AND MILITARY NOTES.

Salvage of Sunken Submarines.

On 2nd February of last year, the submarine A3 sunk with all hands near Spit-head, and it was not till 11th March that she was raised. The salvage was at first entrusted to the Anglo-Italian Salvage Co., but eventually the Admiralty took over the work. As submarines have been in use for over eight years and A3 was the fourth to sink with deplorable loss of life, the Admiralty might have provided suitable appliances for use in such an emergency. The French have now a floating dock specially constructed for raising submarines and capable of raising a weight of 1,000 tons from a depth of 28 fathoms. We presume that our engineers could produce a similar machine, if the money were forthcoming, and consider it a little short of a scandal that over five weeks elapsed before the A3 was raised. The A class is so much out of date now and improvements in the latter type have made them so much safer that it is high time the A class was given up even for instructional purposes. The lives of our brave men are more valuable than a few out-of-date submarines, though in the case of A3 probably nothing could have saved the lives of the crew; but there have been cases where prompt salvage might have rescued the imprisoned men, and such cases may occur again.—*The Broad Arrow.*

The normal garrison of Singapore has been fixed at the following strength for the coming year:—Royal Garrison Artillery, two companies; Royal Engineers, one company; British Infantry, one battalion; details from Army Service Corps, Royal Army Medical Corps, Indian Infantry, one battalion; Artillery, Colonial; Army Ordnance Corps and Army Pay Corps; total strength of garrison, including detachments elsewhere, 2,006 of rank and arms.

Rev. John Craigie, Chaplain R.N., who was drowned on 14th March during the disaster of the Oceanic, was a son of Maj. Geo. J. T. Craigie, M.C., and became a chaplain in June, 1899. As chaplain of the Resolvent he sailed in 1900, he sailed with the Naval Brigade under Sir E. H. Seymour, for the advance on Peking.

Business Notices.

MOTOR BOATS.

Fast Launches and Tugs.

Light Draft Steamers.

CONSTRUCTIONAL WORK AND REPAIRS.

W. S. BAILEY Co., Ltd

TELEGRAM

Received on 11. 11. 11. from LONDON

'We beg to inform you ROYAL WARRANT AWARDED

our Company for Milk

CONDENSED MILK.



MILKMAID

STERILIZED NATURAL MILK.

EVAPORATED CREAM.

On Sale at All Stores.

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
AND THE CHINA NAVIGATION CO., LTD.

Commencing from Saturday, 13th April, the following will be the running of the Canton Steamers, until further notice.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

THURSDAY, 9th MAY.
8.00 A.M. 'HEUNGSHAN.' 8.00 A.M. 'HONAM.'
10.00 P.M. 'FATSHAN.' 6.00 P.M. 'KINSHAN.'

FRIDAY, 10th MAY.
8.00 A.M. 'HONAM.' 8.00 A.M. 'HEUNGSHAN.'
10.00 P.M. 'KINSHAN.' 6.00 P.M. 'FATSHAN.'

HONGKONG-MACAO LINE.

S.S. 'SUI TAI' Tons 1651. S.S. 'SUI AN' Tons 1651.

HONGKONG TO MACAO.
Week days at 8 A.M. & 2 P.M. from the Company's Wing Lok Street Wharf.
Macao to Hongkong.
Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 5 P.M.

EXCURSION TO MACAO.

SUNDAY, 15th MAY.

The Company's Steamship 'SUI AN' will depart from the Company's WING LOK STREET WHARF at 8 A.M. Departure from Macao at 5 P.M. The Company will also run a steamer from Macao on Sunday leaving at 7.30 A.M. and from Hongkong at 12.30 P.M., from the Company's Wing Lok Street Wharf. This steamer connects with the excursion steamer returning from Macao at 5 P.M.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. 'HOISANG' 457 Tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 8 P.M. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 6.30 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. 'SAINAM' 188 Tons, and S.S. 'NANNING' 565 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers 'LINTAN' and 'SANUL'. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M. Further particulars may be obtained at the Office of the
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANFIONS (First Floor).
Opposite the Blake Pier.

SCENIC RAILWAY.

THE name as was shown at the HONGKONG UNIVERSITY BAZAAR, will be open to the public from

WEDNESDAY, 1st MAY, 1912.

at the
OLD LANE OFFICE, 11 QUEEN'S ROAD
(opposite the foot of D'Aguiar Street)

26 EXTRA FILMS 36.
Will be exhibited, so that passengers may go ROUND THE GLOBE with all the thrills and excitement of a railway journey the record time of HALF AN HOUR.

OPEN DAILY. OPEN DAILY.
from 9 P.M. to 11 P.M.
A Peak Day made every 80 minutes.

FARE: 40 Cents.
Hongkong, April 24, 1912.

SINGON & CO.

ESTABLISHED A.D. 1880

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail. Ironmongers. Pig Iron and Foundry Castings. General Storekeepers and Shipchandeliers. Nos. 85 and 87, Central Market (Telephone No. 515).
Hongkong September 4, 1909.

THE GRAND CARLTON HOTEL

An Ideal Family Hotel where living is a Real Pleasure.

FIRST CLASS IN EVERY RESPECT. CONVENIENTLY SITUATED. ALL MODERN COMFORT.

Noted for its First Class Cuisine and Perfection of Service.
Under the Personal Management of O. E. OWEN.
TELEGRAPHIC ADDRESS: 'GRAND' Hongkong.
Telephone No. 612.

Business Notices.

VICTORIA DISPENSARY.

(Opposite the Clock Tower).

DISPENSING AND FAMILY CHEMISTS.

IMPORTERS OF

PROPRIETARY MEDICINES,
Toilet Articles, Perfumery, Soaps,
CIGARS, CIGARETTES, TOBACCOS.

MASSEY'S COMMERCIAL MAP & DIRECTORY.

NOW COMPILING

Advertisers and Residents:
HEADS OF BUSINESS HOUSES,
PROFESSIONAL MEN,
SECRETARIES OF CLUBS,
MANAGERS OF HOTELS,
PRINCIPALS and MATRONS of HOSPITALS,
and ALL RESIDENTS are requested to send in full particulars.

NAME.....
ADDRESS.....
TELEPHONE NUMBER.....
CABLE ADDRESS.....
FOR FREE INFORMATION. To: K. A. MASSEY,
33, KING EDWARD HOTEL, 1141
Hongkong, February 12, 1912.

THE LEEDS FORGE CO., LD., LEEDS.

Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description. Pioneers in the design and manufacture of PRESSED STEEL UNDERFRAMES and BOOGIES and ALL-STEEL RAILWAY WAGGONS.

The Undersigned have been appointed Sole Agents in Hongkong and China.

The Taikoo Dockyard and Engineering Co. of Hongkong, Ltd.
AGENTS, BUTTERFIELD & SWIRE.
Hongkong, October 3, 1911.

THE HONGKONG HOTEL.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY
A LA CARTE GRILL ROOM.

J. H. TAGGART, Manager.

PEAK HOTEL.

ADAMANTLY SITUATED AT VICTORIA GAP. Adjoining the Tramway Terminus, 1,400 feet above Sea Level. OPEN to the South Wind in Summer and protected from the North-east Winds in Winter. Commanding a magnificent view of Hongkong, the harbour and adjacent islands for forty miles. A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL. Terms—From \$5 per day. Max. Telephone Add: 'Peaceful' Town Office. 4, Des Voeux Road.
Hongkong, February 8, 1908.

GRAND HOTEL.
NO. 2, QUEEN'S ROAD CENTRAL.
A FIRST-CLASS AND UP-TO-DATE HOTEL.

ENTIRELY under European management. Situated in the most central position. Large and airy Rooms, luxuriously furnished, Electric Light and Fans throughout. Superior arrangements of the latest pattern. CUISINE UNDER EUROPEAN SUPERVISION. Ladies' Afternoon Tea Rooms. Special rates for married families on application to the Manager. CHARGES MODERATE. F. REICHMANN, Proprietor.
Telephone No. 197. 25, The Arcade, Avenue 'GOMER', Hongkong.
Hongkong, November 10, 1909.

ASTOR HOUSE HOTEL.

(LATE DONNAUGHT HOTEL).
QUEEN'S ROAD CENTRAL.

CENTRALLY situated, up-to-date Hotel. Recently renovated and under entirely new management. Large and comfortable Rooms. Excellent Cuisine, under the supervision of an experienced French Chef. PARTICULARS AND RATES on application to PROPRIETORS.

THE GRAND CARLTON HOTEL

An Ideal Family Hotel where living is a Real Pleasure.

FIRST CLASS IN EVERY RESPECT. CONVENIENTLY SITUATED. ALL MODERN COMFORT.

Noted for its First Class Cuisine and Perfection of Service.
Under the Personal Management of O. E. OWEN.
TELEGRAPHIC ADDRESS: 'GRAND' Hongkong.
Telephone No. 612.

Business Notices.

GREEN ISLAND CEMENT CO., LD

PORTLAND CEMENT

In Casks of 37½ lbs. net.

In Bags of 55 lbs. net.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

FAIRALL & CO.

New Lingerie Gowns and Skirts

LATEST MODES.

NEW MILLINERY.

Dress Materials, Embroidered Robes,
Parasols, en tout cas, gloves, etc.

2, PEDDER STREET.

Telephone 644.

SOLIGNUM.

Made in several shades of Brown,
Green and Red.

SOLIGNUM is the best preservative of wood from decay, dry rot and vermin. It is easily applied, has great covering power, and possesses anti-septic and disinfecting properties which render it particularly suitable for all woodwork of Hospitals, etc.

Solignum is death to the White Ant.

The whole of the superstructural woodwork of the New Star Ferry Pier at Hongkong has been treated with 'Solignum.'

Sole Agents for

Hongkong, Canton & South China.

SIEMSEN & Co.,

(Machinery Dept.)

HONGKONG AND CANTON.



A FINE RECORD

KUPPER PILSENER BEER

Over 30 Years in the Far East.

SOLE IMPORTERS

CALDBECK, MACGREGOR & Co.

Intimations.

G. FALCONER & CO., LTD.,
WATCH-MAKERS, JEWELLERS AND OPTICIANS.

GOLD WATCH BRACELETS.

BROOCHES, RINGS AND PENDANTS

GOLD AND PLATINUM SETTINGS.

Inspection Invited.

HOTEL MANSIONS: OPPOSITE NEW POST OFFICE.

WING KEE & CO.,

No. 47, 48 and 49, CONNAUGHT ROAD CENTRAL
SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL
FRANCISCO TSE YAT, General Manager.
Hongkong, August 12, 1908. 1758

MEE CHEUNG & CO.,

ART PHOTOGRAPHER, ICE HOUSE LANE

SPECIALTY IN ENLARGING AND BROMIDE WORK.

Select Views of Hongkong and South China.

Special Department for Developing and Printing for Amateurs.

CAMERAS FOR HIRE.

WING ON CO.,

TAILORS AND OUTFITTERS. EXPORT AND IMPORT MERCHANTS.

HAVE JUST RECEIVED NEW SHIPMENTS OF

Drapery, Grocery, Ironmongery, Crockery, Glass and

China Ware, Furniture, Watches & Clocks.

The Cheapness and quality of their Goods have no equal.

109-113, DES VOEUX ROAD CENTRAL.

107 & 108, CONNAUGHT ROAD CENTRAL (Trans past the Door).

Hongkong, August 15, 1910. 773

Protect Your Eyes.

SUNGLASSES and GOGGLES

OF ALL SHAPES AND SHADES

NEW STOCK.

J. ULLMANN & CO.

Jewellers, Watchmakers and Opticians.

CORNER OF FLOWER STREET.

THE PARIS TOILET.

HAIRDRESSING SALOON,

13, QUEEN'S ROAD CENTRAL.

MONTHLY SUBSCRIPTION FOR LADIES AND GENTLEMEN

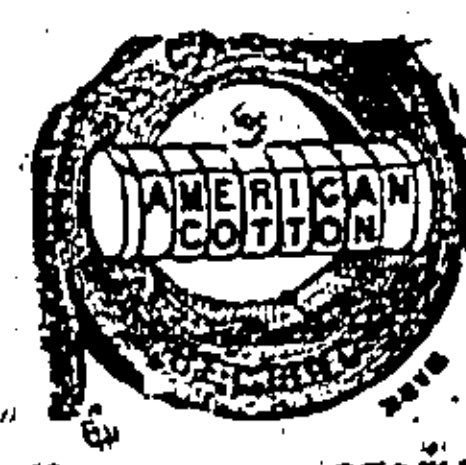
Marcel Waving A Specialty.

All kinds of Perfumery and Toilet Requisites.

Under the Personal Supervision of

M. and MME SCIESSE, Proprietors.

Hongkong, April 30, 1912. 596



GANDY'S - BELTING -

"MADE BY THE"

GANDY BELT MANUFACTURING CO.,

SHARON, ENGLAND.

IS THE ONLY ORIGINAL

1. Prizes Awarded.

SEE THAT YOU GET THE GENUINE ENGLISH.

DODGE WOOD SPLIT PULLEYS.

ALL SIZES

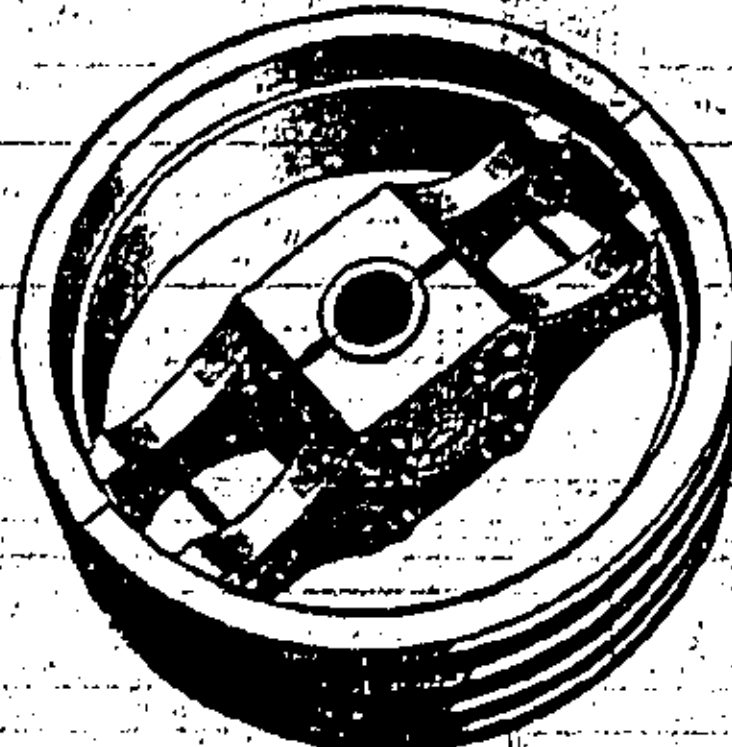
TO FIT ALL

SIZED SHAFTS

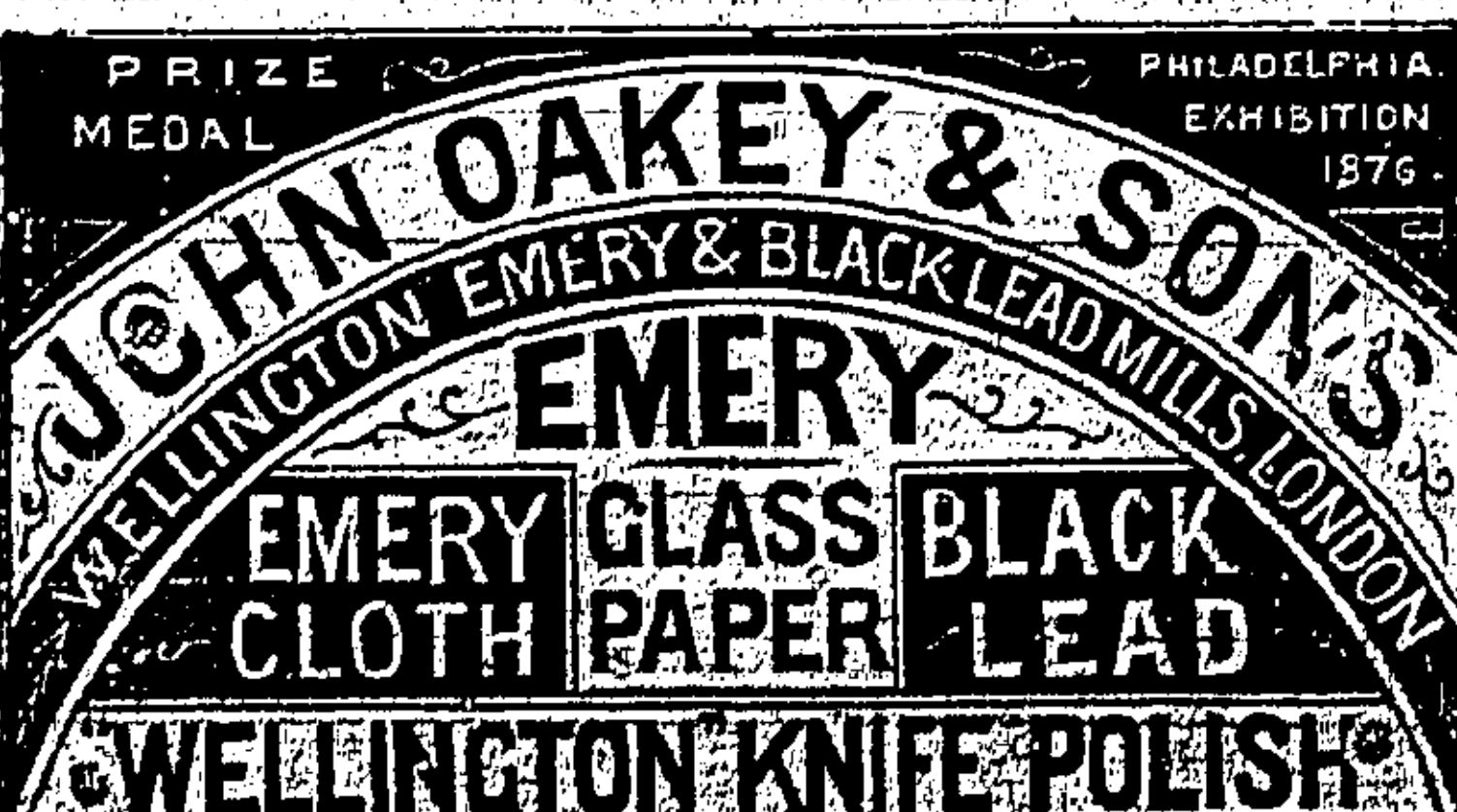
IN STOCK.

FURTHER

PARTICULARS



MELCHER & CO.



JOHN OAKLEY & SONS LIMITED, Wellington, N.Z.

Intimations.

MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA-
SIMA, OCHI, MUTARE, YO-
SHINOTANI, HOJO, KANADA,
NAMAZUTA, SAYO, SHINNEW
and KAMİYAMADA Collieries.

AGENTS for KISHIDAKE & SAKITO
COALS.

HEAD OFFICE: TOKYO.

BRANCH OFFICES:

Nagasaki, Moji, Maruoka,

Wakamatsu, Kobe, Osaka,

Shanghai, Hongkong, Hankow.

For Address see above: IWASAKI.

Code:—A1, ABC 6th Ed., Western Union.

AGENCIES:

YOKOHAMA: M. Asada, Esq.

CHINKIANG: Messrs Gearing &

Co.

MANILA: Messrs Macondray &

Co.

SINGAPORE: Messrs Borneo Co

Ltd.

For particulars, apply to

Y. SHIBUYA,

Manager,

No. 2, FIDELITY STREET

HONGKONG. 818

CHINA TRADERS' INSURANCE CO.,

LIMITED.

NOTICE.

FROM this date and during my absence

from the Colony Mr. B. ROUSE

will act as SECRETARY of the Company.

By Order of the Board,

C. MONTAGUE EDE,

Secretary.

Hongkong, May 2, 1912. 613

UNION INSURANCE SOCIETY OF

CANTON, LIMITED.

NOTICE.

FROM this date and during my absence

from the Colony Mr. B. ROUSE

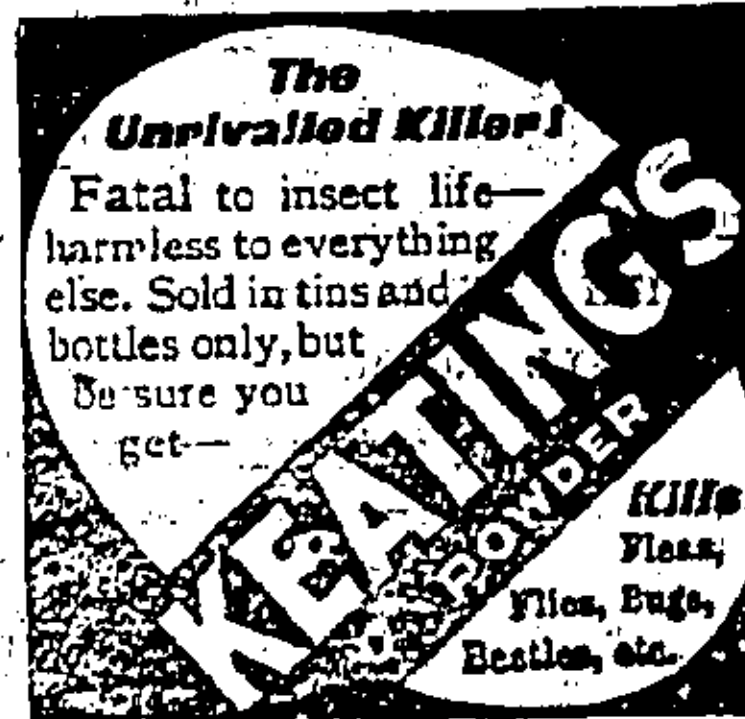
will act as SECRETARY of the Society.

By Order of the Board,

C. MONTAGUE EDE,

Secretary.

Hongkong, May 2, 1912. 614



NOTICE.

WE beg to announce to the Public that

we have at present the Centre part

of a block of VALUABLE GREEN

JADESTONE of the most famous and

popular LO HANG (老坑) quality

very transparent and of first water. It

weighs 70 lbs. of which 9 lbs. are bright

chrysoprase and can be made into numerous

valuable ornaments. Its total value is

estimated to be \$100,000 odd. Visitors

are welcomed to make inspection.

PO WO CHEONG,

No. 287, Tai San Street,

(Great New Street),

CANTON.

"Canton, April 30, 1912. 599

PICNIC PARTIES.

LAUNCH FOR HIRE.

THE Handsome "King Edward"

Hotel" Launch can be hired

for PICNIC PARTIES by the Hour

or Day.

For terms apply to the MANAGER,

H. HAYNES.

Hongkong, March 1, 1912. 293

"SELF CURE NO FRICTION"

THE NEW FRENCH REMEDY

THERAPION NO. 1

THERAPION NO. 2

THERAPION NO. 3

THERAPION NO. 4

THERAPION NO. 5

THERAPION NO. 6

THERAPION NO. 7

THERAPION NO. 8

THERAPION NO. 9

THERAPION NO. 10

THERAPION NO. 11

THERAPION NO. 12

THERAPION NO. 13

THERAPION NO. 14

ANOTHER SHIPMENT

HAS

JUST ARRIVED.



THEIR DELICIOUS FLAVOUR AND FRAGRANCE NEVER VARIES.

These celebrated cigarettes are a blend of Oriental
Tobaccos of the finest growth and selection,
and are so carefully blended that each
cigarette will smoke to the end with the
same delicious taste and aroma.

THE RIVAL TRIBES OF

SWATOW.

Origin and History.

With reference to the recent fighting in
Swatow, a correspondent writes to the
N. C. Dai y News:—

Judging by the dialects the natives of
Kuangtung speak, there are apparently
three groups of people in the province, viz.,
Cantonese or Kuangchulos, Haklos, and
Haklos or Hakkes. I say apparently,

because they really come from one and the
same family. The difference in their
dialects is caused by geographical reasons
and the order in which they immigrated
into the province. Let me refer you to
our history.

ORDER OF ARRIVAL.

In the Ching Dynasty the Emperor Tsu
Zu-wang sent 5,000 soldiers to be stationed
at Wanchai for coast defence; these
soldiers formed the first settlers in Kuang-
tung and they were known as Cantonese.

The habits, customs and manner of living
of the present inhabitants bear strong
resemblance to those of the early settlers.

The next that immigrated into the pro-
vince were the Haklos, who came during
the Ching Dynasty, that is, several hundred
years after the coming of the Cantonese.

The Hakkes came last. The first batch
settled down during the Tsang Dynasty,
the next batch during the Sung Dynasty.

They left Central China because the ruler
was "weak and the country was invaded by
soldiers of the neighbouring country. So
that over a thousand years ago, they
occupied what are now called Xanyung-
chow, Sanchow, Lienchow, Huichow,
Xinyingchow, Tapi, Fashun, Hwakiien,
Longmen and Chinyuan. In Chaochow,
with a single exception, Tenghai, and in
Kuangchow with the exception of three or
four hsien, these Hakkes found their way
and finally settled down side by side with
the natives. They also found their way to
Kachow, Lanchow, Lanchow and many
other places. Their population now
amounts to several millions. They occupy
six tenths of the whole province.

The Chinese and Hakkes who came
before them called them Hakkes or Haklos
which means guests or strangers; the
ending "lo" because later added to the
word as it is still done now in most places
in the country.

STRANGERS OF GUESTS.

There is interesting evidence to indicate
that the word "Hak" is not applied to
that people alone. In Kachow, Lanchow,
Kunshien and Lanchow, the people call the
Cantonese or Kuangchow speaking people
Kehoin, meaning strangers or guests, just
in the same sense as Hakkes, while they
call those who speak the Hakkes dialect,
Hainain or new people.

Of the three dialects, that spoken by the
Hakkes bears the strongest resemblance to
the dialects of Central China. This can
be explained by the fact that these people
came to the province and settled down in a
comparatively short period of time; and
so they still retain the accent and pro-
nunciations of Central China.

Some ten years ago, a learned Cantonese
scholar, Mr. Chen Lian wrote a book in
which he dwelt at length on the similarities
between Hakkes and the dialect in vogue
in Central China. At the same time a
Haklo, Mr. Lin Chien, also published a
book entitled "The Origin of the Hakkes."

The writer proved from the point of view
of social customs that the Hakkes came from
Central China. Some years later Mr. Wang
Tung hsien a Haklo, after travelling
thru Kuangchow in Honan, came to the
same conclusion. He found the manners,
customs and dialects of Kuangchow similar
to those of his own people. Quite recently
a great student of the Chinese antiquaries
and writers, compiled a work entitled "The
New Dialects." He also made the dis-
covery that the greater part of the dialects
spoken in Kuangchow was fashioned after
the Hakkes. Five years ago, Mr. Wang
Jung prepared a book in which he made
a mistake by saying that the Hakkes were
not of the Han tribe. The work was
discovered by order of the Kuangchow
Board of Education.

NATURAL SHAPE
CORK TIPPED

PALL MALL
FAMOUS CIGARETTES

Buller's Buller
NEW YORK



Intimations.

THEATRE ROYAL,
HONGKONG.

FIVE NIGHTS ONLY

TO-NIGHT! TO-NIGHT!

WEDNESDAY, MAY 8th.

UNDER the Distinguished Patronage of
His Excellency the OFFICIAL ADMIN-
ISTERING THE GOVERNMENT.

MAURICE E. BANDMANN
PRESENTS AN ENOCHIAN EXPERIENCE
The World-Famous Comedian
THE ONE ONLY ORIGINAL

R. G. KNOWLES

AND COMPANY OF ARTISTES

from the Leading West-End Halls.

The Wave of Laughter will strike Hong-

kong on Wednesday.

PRICES \$1.50, \$1, \$2 and \$1.

Seats Plan now open at MOUTRIE'S.

Hongkong, April 30, 1912. 601

NEW THEATRE,

KAW U FONG.

TO-NIGHT! TO-NIGHT!

AT 9 P.M.

THE GREAT

Raymond

MASTER OF MIRACLES,

WILL APPEAR IN A

GRAND CHANGE

OF PROGRAMME.

PRICES: \$3, \$2, \$1 & 50 cts.

Hongkong, May 6, 1912. 503

MARTIN'S

APIOL-STEEL

PILLS

MARTIN'S

APIOL-STEEL

PILLS

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APIOL-STEEL

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Hughes and Hough

ACTIONEERS TO THE GOVERNMENT.

General Auctioneers

Share, Coal and
General Brokers.

PROPRIETORS

"TO-KWA-WAN"
COAL STORAGE.

Cables used:
A.D.C. 4th & 5th Editions.

Telegraphic Adress:
"MIRROIR" HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on

THURSDAY

the 9th May, 1912, commencing at 2.30 p.m., at their Sales Rooms No. 8, Des Voeux Road, Corner of

Lee House Street,

A LARGE QUANTITY OF
VALUABLE HOUSEHOLD
FURNITURE.

PRINCIPALLY NEW STOCK,
Comprising as follows:-
Two Drawing Room Suites, One Silk
Tapestry and One Morocco Leather, Covered
Upholstered Chairs and Sofas, Carpets and
Rugs, Pictures, Oil Paintings and En-
gravings, Bed Room Suites, Double and
Single Beds and Brass-mounted Bedsteads
and Cots, Bureaux, Wardrobes, Kitchens,
wood Dining Room Furniture, &c., &c.,
Crockery, Electro-plated and Glass Ware,
Cooking Stoves and Utensils and Kitchen-
ware, Cutlery, &c., &c.

A quantity of Carved Blackwood Furni-
ture, and 2 Coloured Pianos.
Catalogues will be issued.
TERMS:—As usual.
On view day before sale.

HUGHES & HOUGH,
Auctioneers.

Hongkong, May 4, 1912. 627

PUBLIC AUCTION.

THE Undersigned have received instructions from Mr. J. W. BOUTER, to sell by Public Auction

on

FRIDAY

the 17th May, 1912, commencing at 2.15 p.m., within his Residence, No. 3, Elliot Street,

25 ROBINSON ROAD,

THE WHOLE OF HIS
VALUABLE HOUSEHOLD
FURNITURE.

Comprising:-
Blackwood Hall and Drawing Furniture,
Brussels, Carpets and Rugs, Oil Paintings
and Water Colours (by well-known artists),
Engravings and Engravings, Silk Screens,
Tapestries, Lace and Chinique Curtains,
Austrian Vases, Bronze, etc., Dining
Room Suite, Electro-plated, Glass and
Crockery Ware, etc., including Dinner and
Tea Service, French Porcelain, Cutlery,
&c., Coloured and Steel Engravings, and a
Valuable Collection of White and Blue
Wall Plates and Vases, Bed Room Suites
by well-known makers including Sectional
Bookcases, Double and Single Beds, Brass-
mounted Bedsteads, Bed Linen, &c.,
Indian Rugs, Pantry and Kitchen Utensils.
One Upright Grand Piano by Behr Bros.
& Co., New York, in excellent condition.
One Large American Ice Chest.
One Treadle Sewing Machine.
Two Lamps Carrying Chairs, One Garden
Seat.

And
A Large Variety of Pianos, &c., in Pots.
On view from Thursday, 16th inst.
Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, May 3, 1912. 623

PEAK TRAMWAYS COMPANY,
LIMITED.

TIME TABLE

WEEK DAILY.
7.00 a.m. to 8.00 a.m., Every 15 minutes.
8.00 a.m. to 10.00 a.m., Every 10 minutes.
10.00 a.m. to 11.00 a.m., Every 15 minutes.
11.30 a.m. to 12.45 p.m., Every 15 minutes.
12.45 p.m. to 1.15 p.m., Every 15 minutes.
1.15 p.m. to 1.45 p.m., Every 15 minutes.
1.45 p.m. to 2.15 p.m., Every 10 minutes.
2.15 p.m. to 5.00 p.m., Every 15 minutes.
5.00 p.m. to 8.10 p.m., Every 10 minutes.

NIGHT CARS.
7.45 p.m. and 9 p.m., 9.45 p.m. to 11.30 p.m., every 15 minutes.

SUNDAYS.
8.00 a.m. to 10.30 a.m., Every 15 minutes.
10.30 a.m. to 11.00 a.m., Every 10 minutes.
11.45 a.m. to 12 Noon, Every 15 minutes.
12.00 Noon to 1.00 p.m., Every 10 minutes.
1.00 p.m. to 5.00 p.m., Every 15 minutes.
5.00 p.m. to 6.00 p.m., Every 10 minutes.
6.00 p.m. to 7.00 p.m., Every 15 minutes.
7.00 p.m. to 8.10 p.m., Every 10 minutes.
7.30 a.m., Sunday.

NIGHT CARS on Week Days

SATURDAY.

Extra Cars at 11.45 p.m.

SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

'Want' Advertisements

PREPAID

\$1 per inch..... 3 insertions.
\$2 One week.

WANTED

UNFURNISHED FLAT, entry begin-
ning of June.
Terms, etc., to S. R. P.O. Box 250,
Hongkong, May 7, 1912. 633

FOR SALE.

ABOUT 500 lbs. ENGLISH TYPE
Clarendon and Nonpareil (Modern),
complete found, including Italian.
In good condition. Send offers to
'TYPO.'
Care of 'CHINA MAIL' Office,
Hongkong, March 21, 1912. 408

FOR SALE.

WITH or without furniture. 'TOR
CREST' No. 8, The Peak, with
tennis court. Commanding magnificent
view of the harbour and adjacent islands.
Apply to
LINSTED & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, March 6, 1912. 325

FOR SALE.

ONE FULL SIZE
Burroughs and Watts

BILLIARD TABLE
WITH ACCESSORIES.
Apply to
GEO. P. LAMMERT
Hongkong, June 7, 1910.

MILNERS'
SAFES
AS SUPPLIED TO THE
PRINCIPAL BANKS
AND
BUSINESS HOUSES.
GEO. P. LAMMERT,
Agent.
Hongkong, May 20, 1911. 610

THE EQUITABLE LIFE ASSURANCE
SOCIETY OF THE UNITED STATES.

SHEWAN, TOMES & CO.,
GENERAL MANAGERS, HONGKONG.

J. T. HAMILTON, GENERAL MANAGER
FOR THE EAST, TOKYO.

North British & Mercantile
Insurance Co.

WITH WHICH IS INCORPORATED THE
OCEAN MARINE INSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1911:
—Authorized Capital £2,000,000
Subscribed Capital £2,144,845
Paid-up Capital £2,637,997 5
Total Assets £15,645,125 6
Total Liabilities £15,645,125 6
Reserve Fund Account £7,355,181

221,252,683 17
Revenue Fire Branch 2,373,269 17
Life & Annuity 1,954,631 9
Branches 643,314 10
Other Receipts 24,971,215 17

The Accumulated Funds of the Fire and
Life Departments are free from liability in
respect of each other.

SHEWAN, TOMES & CO.,
Agents.

PATELL & CO.

Exporters & Importers

General Merchants
and
Commission Agents.

HONGKONG, CANTON
SHANGHAI AND
HANKOW.

THE CHINA ASSOCIATION.

Political Events in China.

The annual report of the China Association for 1911-12 has just been issued. Concerning recent political events in China it states: says the "L. & C. Express."

In last year's report, when reviewing the proceedings of the first National Assembly then sitting at Peking, it was remarked that this body, which had been called into being to advise and assist the Throne, had not only done nothing to "assist," but by its criticism, well directed, had done much to weaken the moral control of the Central Government. Few of us then dreamed that the Central Government was so near the verge of moral bankruptcy that within the short space of four months the Court, the Princes Regent, and the whole paraphernalia of Manchu officialdom would be swept aside as the bidding, it is said, of the will of the nation.

The causes for the upheaval are many and complex. The Revolutionary party at Nanking give out that the uprising is a revolt of the whole nation against an alien domination, which, for nearly 300 years has oppressed and plundered the people, which has stifled all progress, and which seeks, even now, to keep the masses in a state of abject submission. If this were true the explanation would be very simple and the work of reconstruction much easier than it is likely to be. But it is not true in several respects. Historically it is not true, for China was never so prosperous, so loyal, and it may be added so well-governed as under the last four or five Manchu Emperors. That the dynasty has become decadent is true, and that there has been much misrule, fecklessness, and incapacity during the last half-century is also true, but the Manchus are not alone responsible for that, because the policy of the Court has been largely directed by statesmen of purely Chinese origin. Nor is it true to say that the uprising is a revolt of the whole nation. There is no evidence to show that the thinking part of the nation, the literary, the gentry, and the commercial classes are, or were disloyal, or had any desire to overthrow the Monarchy for a Republic. Still less is it true of the masses of the toiling people, who indeed have no opinion or understanding of the subject.

But, at the same time, there has been a growing feeling of discontent among leading provincials and a dissatisfaction with the Central governing authorities, not so much because they are Manchu as because they are Central. Want of space precludes any attempt at an exhaustive consideration of the causes of discontent, but an intelligent Chinese would probably sum them up as follows:—The Central Government has made a mess of things. It has led the country into foreign wars, in which we have invariably been defeated; it has lost territory we have lost money, and, worst of all, we have lost face. China is no longer the glorious country of our forefathers; we have had to pay huge indemnities, and the country has been saddled with an enormous foreign debt under which it is groaning, and trade is stifled by taxation to meet it. We have become the bond-slaves of foreign nations, and in no long time the country will be partitioned out among them as one divides a melon. All this is the fault of the Central Government.

Sentiments such as these have found free expression in the native Press during the last few years. In themselves they did not necessarily lead to rebellion, but rather to a reformation by evolution. The general feeling was fairly represented in the National Assembly, which, while criticising individual officials, professed its loyalty to and confidence in the Throne. But, side by side with this feeling of discontent, the more ardent revolutionary spirits were carrying on an active propaganda against the dynasty, and when, finally, the military outbreak occurred at Wuchang to the cry of "down with Manchus," the feeling explained the extraordinary phenomena of whole provinces throwing off their allegiance and declaring their independence by the mere hoisting of a flag.

THE FUTURE OF CHINA.

The report proceeds to trace the events in connection with the conflict of authority between the Central Government and the provinces over the railway question and the Hukow loan, which culminated in the military revolt at Wuchang, followed by a general rebellion and the abdication of the Manchus. The report proceeds:—

The question of questions now is, whether it is possible to draw up a workable scheme for the order and good government of China as a republic. If it is, all foreigners in China, and certainly this Association, will rejoice and congratulate the authors on having accomplished such a marvellous transformation with comparatively so little bloodshed. But the task has yet to be done, and without being pessimistic it is permissible to entertain grave doubts of its success.

It will be admitted that the work of reconstruction has been made infinitely more difficult than it would have been, if the Nanking revolutionaries had accepted the nineteen Articles drafted by the National Assembly establishing a constitutional monarchy. These, in effect, gave all the guarantees that the most ardent reformer could have desired, and it may be said with certainty that they would have been accepted by the great bulk of the nation as a permanent settlement. They would have preserved the continuity of the Government and given it a solid foundation. The revolutionaries, however, have been built up, and the National Assembly, which has been called into being to advise and assist the Throne, has been swept aside as the bidding, it is said, of the will of the nation.

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There's no fear of any "falling-off" in the well-known high quality of JOHNNIE WALKER

That is absolutely safeguarded by the largest "aging" reserve of pure malt Scotch whisky held by any firm.

A "maturing" stock of over three-and-a-half million gallons is invariably held in bond to prevent the possibility of any inferior "Johnnie Walker" being ever put upon the market.

"JOHNNIE WALKER" White Label. Over 6 years old.
"JOHNNIE WALKER" Red Label. Over 10 years old.
"JOHNNIE WALKER" Black Label. Over 12 years old.

KAMP & CO. LTD. Sole Importers for Hongkong and Shanghai.
PERRIN COOPER & CO. LTD. Sole Importers for the Straits Settlements and F.M.S.
THE HANKOW DISPENSARY CO. LTD. HANKOW.
SHEWAN & CO. Canton and Hongkong.

JOHN WALKER & SONS, LTD., SCOTCH WHISKY DISTILLERS, GLASGOW, SCOTLAND.

THE QUESTION OF FINANCE.

Urgent as the political difficulties are, it is overshadowed by the still more urgent question of finance. The Treasury both at Peking and at the revolutionary centre at Nanking are empty, troops have to be paid, Manchu pensions have to be met, and the general administration of the country must be carried on. The collection of taxes is in abeyance, or, if collected, no funds are forthcoming from the provinces in aid of the central administration, and even if the Republican Government is organized it will be months before the machinery for the collection of taxes can be re-established. In the circumstances further borrowing of foreign funds becomes absolutely necessary if the Empire is to be saved from anarchy. But grave responsibilities are imposed on the great financial institutions which are occupied in considering the best way of meeting the urgent appeal of China for help. There can be no question as to the immediate necessity of including drastic reforms in the financial administration and the creation of new security to meet the further borrowing. This is a matter of first-class importance, not only to holders of existing Chinese bonds, but to all who are commercially interested in the welfare and progress of the Empire.

PRESIDENT YUAN'S POLICY.

It is believed that a prominent feature of the programme which the administration of President Yuan Shih-kai has under consideration is the employment of competent foreign advisers in the Ministry of Finance, the Salt and Tobacco, and the Land Tax departments. If these reforms are carried out, coupled with the currency reform and possibly a revision of the tariff, China may overcome all her difficulties. But it is indispensable that a genuine attempt be made to carry them out. The committee understand that the combination of the banking institutions of the four Powers most interested in the prosperity and integrity of China are propounding for reforms of the nature above described, and that in so doing they have the support of their respective Governments.

In the opinion of the Association such a combination so supported is the only effective means by which guarantees can be secured that reforms, which are the sole condition on which financial aid ought to be given, will in truth be carried into effect. On the other hand, indifference, leading to China, whether by British or foreign banks, is strongly to be deprecated. Probably no worse service can be done to China at the present time than to lend her money without conditions. Reforms would be delayed, the loans would be squandered or misapplied, and in no long time bankruptcy would be staring her in the face. It may be said that the lesson is salutary, and the sooner it is learned the better for China, and for all concerned.

AN AMUSING COMPLICATION.

An amusing incident has occurred in Glasgow in consequence of the reproduction of an advertisement of half a century ago in the "Glasgow Herald," which publishes extracts from its old files under the title of "Fifty Years Ago." The advertisement set forth that coins were to be obtained at St. Enoch's square at prices varying from 5s. to 12s. per ton, and the consequences have been that people have flocked to the address mentioned under the misapprehension that the prices quoted were those current.

A case very like this occurred recently in regard to the "Independence Bells," which published in its "Fifty Years Ago" some action against a religious order taken by the Government of the day. By an unexpected event someone read the extract as a current event, and the revolutionary spirit of protest at the National Assembly, which has been called into being to advise and assist the Throne, has been swept aside as the bidding, it is said, of the will of the nation.

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Garner Quelch & Co.,

WINE MERCHANTS.

Des Vœux Road.

TELEPHONE 636.

Supply the highest quality Wines, Spirits, Cigars and Cigarettes obtainable, consistent with price. All Wines and Spirits bottled in Europe by Shippers of world wide reputation.

Hongkong, December 13, 1911.

Banks

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000

RESERVE FUNDS.....\$1,500,000

Sterling.....\$1,500,000

Silver.....\$1,500,000

RESERVE LIABILITY.....\$15,000,000

PROFITABLE.....\$1,500,000

COURT OF DIRECTORS:

K. SHILLIM, Esq., Chairman.

W. H. ARMSTRONG, Esq., Deputy Chairman.

G. F. FRIEDLAND, Esq., G. H. MEDHURST, Esq.,

S. GUBLEY, Esq., W. L. PATTERSON, Esq.,

G. R. LAUREN, Esq., Hon. Mr. C. H. ROWE, Esq.,

F. LIEB, Esq., H. A. SIEBE, Esq.

CHIEF MANAGERS:

Hongkong—N. J. STABB.

MANAGER:

Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Accounts at the rate of Two per cent. per annum on the daily balance.

On Fixed Deposits:

For 3 months 2 1/2 per cent. per annum.

" 6 " 3 " " " " " "

" 12 " 4 " " " " " "

N. J. STABB, Chief Manager.

Hongkong, February 17, 1912.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation, N. J. STABB, Chief Manager.

Hongkong, January 24, 1911. 1517

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853. HEAD OFFICE, LONDON.

PAID-UP CAPITAL.....£1,200,000

RESERVE FUNDS.....£1,200,000

RESERVE LIABILITY OF PRO-FITABLE.....£1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON, Manager.

Amoy, April 12, 1912.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(NEDERLANDSE TRADING SOCIETY).

ESTABLISHED 1824.

PAID-UP CAPITAL.....£1,450,000 (£376,000).

RESERVE FUNDS.....£1,450,000 (£376,000).

HEAD OFFICE—AMSTERDAM.

HEAD AGENCY—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Samang, Sourabaya, Djember, Cheribon, Tegal, Pecalangan, Tilitap, Bandong, Padang, Medan, Teling, Tingo (Deli), Palembang, Rotadja, (Acheen), Macassar, Bandjermasin.

Correspondents at Bombay, Calcutta, Madras, Pondicherry, Ceylon, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, etc., etc.

LONDON BANKERS—The Union of London and Smiths Bank, Limited.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2 1/2 per annum on balance.

Fixed Deposits 12 months 4 1/2 per annum.

" 6 months 3 1/2 " " " " "

" 3 months 3 " " " " " "

" 1 month 2 1/2 " " " " " "

N. J. STABB, Agent.

Hongkong, January 13, 1912.

2 Extremes

FACE THE PROSPECTIVE PURCHASER OF A TYPEWRITER.

He may buy one of the cheap toys which yield a semblance of typing for eight months or a year, when he consigns it to the scrap heap—

He may spend £20-£30 for a heavy, highly complicated machine, possessing many "improvements" which he does not require, so elaborated and complex that it is in the repair shop half the time.

THE GOLDEN MEAN

THE IMPERIAL TYPEWRITER

which provides, AT MODERATE COST, every ESSENTIAL modern improvement, in a SIMPLE, STRONG, LIGHT Machine, which does beautiful work and is one of the fastest and most durable writing machines in the world.

The Machine that has made the high-priced Typewriter a fad.

SOLD BY KELLY & WALSH, LTD., and HARRY WICKING & Co., Sole Agents for China.

NEWS OF CAPTAIN SCOTT.

Thrilling Story of Polar Adventure.

The first news of Captain Scott in the Antarctic was telegraphed to the Central News from Alakoa, in the south island of New Zealand, twenty-three miles from Christchurch.

Since the return of Captain Amundsen, the Norwegian explorer, and his announcement that he reached the South Pole on December 14, there has been, says the "Daily Mail," a keen desire to know the result of Captain Scott's efforts. The absence of news hitherto was regarded by many as ominous, while on the other hand, there were those who thought it possible that the British explorer might have reached the Pole about the same time as his Norwegian rival. His own estimate had been that he ought to arrive there about December 22.

Unfortunately, according to the news now received, his hopes have not been realized. On January 3—twenty days after Captain Amundsen reached the Pole—Captain Scott was still 150 miles from his goal. This left him 50 miles to go to equal the record achieved by Sir Ernest Shackleton, who in January, 1909, penetrated to within 100 miles of the Pole.

ALL FIT AND WELL. The news of Captain Scott and his party was brought by his ship, the Terra Nova, which had come back to New Zealand owing to the closing in of the ice. Captain Scott and his comrades are saying another year in the ice. On January 3 all were fit and well, and were pushing on to cover the last 100 miles. It was said they had food in sufficient quantities, that they were all in good spirits and confident of success, and that the trail was dotted with snow crabs and food depots.

There is thus every reason to suppose that Captain Scott reached the Pole about a month after the arrival there of Captain Amundsen, but there will be no further news until the Antarctic spring opens the ice in October at the earliest. Until then it cannot be known for certain whether he has achieved his purpose and reached the Pole.

Captain Scott's reports to the Central News form a record of brave work bravely done. They are a thrilling story of Polar adventure. At one point we read of the explorer's narrow escape when a dog team disappeared into a crevasse and the sledges were held up on a snow bridge, at another of poles being cut off on a floe by the breaking of sea ice. Captain Scott would seem to have had some misfortune with both dogs and ponies, while his motor-sledges experienced unexpected difficulties on the sea ice.

NIGHT MARCHES. Marching by night and resting by day appears to have been the order of going of the advance party, and in his last message the explorer expressed the opinion that "success seems probable."

Now was this all the news that the Central News received. In addition there was the valuable work of the subsidiary parties—the scientific side of the expedition. Here again, it was made obvious that excellent work is being done. Of the perils encountered many are chronicled, but what stands out prominently is a graphic story of a sick man's struggle to get back to the ship and a comrade's devotion which undoubtedly saved his life. Lieut. Evans was found to be suffering from scurvy, and became so bad that at last he was unable to move. His two companions for four days brought him over the ice on a sled. Then they could not move farther with him, and while one remained with the sick man the other pursued on alone for assistance.

This was eventually forthcoming, but in the meantime the devotion of the man left in charge of his sick comrade saved the latter's life.

CAPTAIN SCOTT'S DOGS. The members of Captain Scott's expedition who have returned in the Terra Nova speak enthusiastically of the work done by the dogs, but say that the mules were useless. "The dogs saved Lieutenant Evans's life, and their work on the whole constituted an Arctic record."

The men are keenly disappointed that Amundsen was the first to reach the Pole. "NO RACE." Sir Clements Markham, the famous geographer, on a letter to The Times to point out that "there has been no race to the Pole." Captain Scott's expedition was "an admirably conceived scheme of scientific research. Amundsen's plan was different. He conceived the idea of making a dash for the South Pole without Captain Scott's knowledge."

Sir Clements suggests that "we must refrain from comparing undertakings which are essentially different."

CAPTAIN SCOTT'S PLANS. Captain Scott's ship Terra Nova left London on June 1, 1910, and sailed from New Zealand on November 29, 1910. His plan was to reach the South Pole by the route followed by Sir Ernest Shackleton across the Barrier and up the Beardmore Glacier to the Polar Plateau.

Captain Scott reached the Bay of Whales in the Antarctic on February 4, 1911, and there found Captain Amundsen's ship the Fram.

The Terra Nova returned to New Zealand from the south early in 1911, leaving Captain Scott to make his dash for the Pole.

FINANCIAL HELP FROM CHINESE ABROAD.

The financial distress in the provinces in China has now reached a climax, and the military governments find it almost impossible to raise domestic loans. Foreign capitalists are willing to accept loans, but the negotiations have repeatedly ended in failure owing to the so-called rights recovery agitation. The governments have therefore decided, according to the Tokyo Asahi, to raise loans from Chinese emigrants in the South Sea Islands and negotiations are now in progress.

Chinese emigrants have a wide reputation and those in the South Sea Islands are models. From time immemorial the Chinese people have been emigrating from Fukien and Kwangtung provinces and settling down in Java, Sumatra, Borneo, the Celebes, Philippines, New Guinea, Bismarck Laid and other islands in the Southern Archipelago, until they now number about 1,300,000. They are engaged in mining, agriculture, industries and other trade. Their wonderful thrift has enabled them to put by large fortunes, and not a few of them have become millionaires. They naturally want home by the Chinese abroad annually reach a total of over 70,000,000 taels, of which a large portion comes from those in the South Sea Islands. They take a greater interest in their home affairs than their confederates elsewhere, and have established more than twenty chambers of commerce and several large banks to meet the demand for capital at home. In response to calls for contributions to the fund for the construction of the navy and for the relief of sufferers from natural calamities, they came forward quickly.

The military government of Anhui was the first to appeal to them for financial aid. The Government instructed a representative to conclude a loan for 3,300,000 dollars with the president of the Chinese Chamber of Commerce in Java, to which the consent of the Provincial Assembly was obtained. The loan was allowed to be contracted for the construction of the Wu Kwan railway, which starts from Wuhu and reaches Kwantchow in that province, the cost being estimated at 3,000,000 dollars in reality.

The money was appropriated to the use of the military government. The next loan question refers to the Hanyu-Ping Corporation. The proposed joint undertaking of the Corporation's enterprise by Chinese and Japanese capitalists ended in failure owing to the rights recovery agitation. The Corporation, which lacks working capital, now contemplates raising a loan of 7,000,000 dollars from the Chinese emigrants in the South Sea Islands, and Tang Shan-shien, who is nominated as highest adviser to the new Republican Government, is expected to start for the South Sea Islands to undertake the negotiations on the loan, which it is believed will come to a successful conclusion.

On the outbreak of the revolutionary insurrection the Chinese emigrants in the South Sea Islands sympathized with the cause and contributed 4,000,000 taels towards the war fund of the revolutionists in the Yangtze valley, together with 300,000 taels to the fund in Fukien province. They will most probably accept any loan that the military governments may desire to raise.

Mr. P. Magee, chief foreman of the fish traffic department at Grimsby Port, retired recently under the age limit, having reached the age of sixty-five. The prospect of retiring had depressed him, and the ordeal of saying good-bye to his fellow-workers affected him considerably. On arriving home he went to bed early, but before midnight he died, apparently without pain.

The fourth report of the Public Trustee (Mr. C. J. Stewart), whose office was instituted about 44 years ago, shows that he is now responsible for nearly 8,000 trusts, having a capital value of nearly £24,000,000. Compensation cases are responsible for Mr. Stewart having 840 children under his care, and altogether he has a family of 1,128 legal "children." In addition to sixty-three lunatics and invalids.

LOSING WEIGHT BY THE POUND

"Under Weight," a condition of ill-health, shows your assimilative powers are decreasing.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

Supplies the blood with the wanted nourishing and healthy flesh building materials. Very palatable.

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Price—\$1.00 and \$2.25

HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, May 2nd, 1912.
At 100 cents per Dollar American.

Butcher Meat

Beef Sirloin & Prime Cut—Moi Lung 1 1/2 lb 20
" Corned—Ham Ngau Yuk 20
" Roast—Shih 20
" Breast—Nagu Lam 10
" Soup—Tong Yuk 10
" Steak—Ngau Yuk Pa 20
" Sirloin Coton—Ngau Lam 24
" Sausages—Ngau Chung 24
" Bullock's Brains—Kwei per set 9
" Tongue fresh—Ngau Li each 45
" Corned—Ham Ngau 40
" Beef—Ngau Tau 12
" Heart—Ngau Sum 12
" Hump, Salt—Ngau Kin 18
" Feet—Ngau Kark each 3
" Kidneys—Ngau Yiu 8
" Tail—Ngau Mei 18
" Liver—Ngau Kuo 12
" Tripe (undressed)—Ngau To 6

Calve Head & Feet—Ngau-chai-tau-kark set 11
Mutton Chop—Young Poi Kwat 15
" Leg—Young Poi 22
" Shoulder—Young Shau 20
" Chittlings—Chu Chong 22
" Brains—Chu Know per set 12
" Feet—Chu Kark 12
" Fry—Chu Chak 25
" Head—Chu Tau 15
" Heart—Chu Sum each 13
" Kidneys—Chu Yiu 9
" Liver—Chu Con 10
" Pork Chop—Chu Pai Kwat 20
" Corned—Ham Chu Yuk 20
" Leg—Chu Poi 24
" Fat or Lard—Chu Yau 15
" Sheep Head and Feet—Young Tau Kark set 50
" Heart—Young Sum each 6
" Kidneys—Young Yiu 9
" Liver—Young Con 10
" Sucking Pigs, To Order—Chu Chai 22
" Suet, Beef—Sung Ngau Yau 20
" Mutton—Sung Young Yau 22
" Veal—Ngau Chai Yuk 20
" Sausages—Ngau Chai Chung 20

Poultry

Chicken—Kai Chai 33
" Capons, Large, Small—Sin Kai 32
" Ducks—Ap 25
" Doves—Pan Kau each 25
" Eggs—Hen—Kai Tan per doz 25
" Fowls, Canton—Kai 55
" " Hainan—Hoi Nam Kai 25
" Geese—Ngi 20
" Geese, Wild—Shai—Shang-hoi Yea Ngai pair 20
" Mink Deer—Wong Keng each 20
" Hare, Shanghai—Tu Chai 20
" Partridge—Che Khoo 20
" Pheasant—Shan Kai pair 20
" Pigeons, Canton—Pak Kup each 32
" " Hoihow—Hoi How Pak Kup 25
" Quail—Um Chun 22
" Rice Birds—Wo Fa Cheuk dozen 22
" Snipe—Se-Choy each 25
" Turkeys, Cook—Phor Kai Kung lb 65
" " Hen—Na 55
" Wild Ducks, Shai—Shang-hoi Sui Ap 20
" " Sui Ap Chai 20
" Wild Ducks, Canton—Sung Shing Sui Ap 20

Fish

Barbel—Ka Yu 15
" Bream—Bin Yu 15
" Canton Fresh Water Fish—Hoi Sin Yu 15
" Carp—Li Yu 10
" Catfish—Chik Yu 18
" Codfish—Mun Yu 18
" Crab—Hoi 20
" Cuttle Fish—Muk Yu 15
" Dab—Sa Mang Yu 13
" Dace—Wong Mei Lun 11
" Dog Fish—Tui Tu Sa 8
" Eels, Conger—Hoi Mann 14
" " Fresh water—Tam Siu Yu 15
" Eels, Yellow—Wong Sin 32
" Frog—Tien Kai 28
" Garoupe—Sek Pan 50
" Gudgeon—Fak Kup Yu 12
" Harriog—Tao Pak 18
" Haddock—Cheung Kwan Kup 28
" Labrus—Wong Fa Yu 16
" Loach—Wai Yu 28
" Lobster—Long Ha 24
" Mackerel—Chi Yu 22
" Monk Fish—Mong Yu 22
" Mullet—Chai Yu 20
" Oysters—Sung Hoo 20
" Parrotfish—Kai Kung Yu 10
" Perch—Tau Lok 15
" Pike—Fai Pak Pong 8
" Plaim—Fai Yu 18
" Pomfret, Black—Hoi Chong 20
" Pomfret, White—Pak Chong 28
" Rana—Ming 45
" Ray—Fai Yu 18
" Rock Fish—Sai Ka Kung 10
" Sole—Che Yu 10

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REDUCED - PRICES:

FLIRT	... \$1.75 per box of 100
CORVET	... \$2.00
CONSUL	... \$2.00
No. 9 FINE	... \$2.00
No. 8 EXTRA FINE	... \$3.25
POUR LES PRINCES	... \$3.25
SHEPHERD'S HOTEL	... \$4.00
BLUM PACHA	... \$4.40

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'MOUTRIE'
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For Beauty of Tone,

Perfection of Touch

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Hongkong, April 15, 1907.

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FIVE PICTURES ONLY 7.15 P.M.

POPULAR PRICES

Manager, H.B. STEPHENSON.

Opening April 1, 1912.

United Kingdom, might be improved
and extended.With reference to the foregoing, a
London contemporary says:—It is
important to note that the resolutionof the Imperial Conference to this
matter reads: "That his Majesty
should be approached with a view to
the appointment of a Royal Commission,representing the United Kingdom,
Canada, Australia, New Zealand,
South Africa, and reporting upon
the natural resources of eachpart of the Empire represented at
this Conference." As the United
Kingdom was represented at the
Conference, the resolution clearlycontemplated that the inquiry should
embrace an investigation into and
report upon the "natural resources"of Great Britain and Ireland in common
with those of the Oversea Dominions
named therein. The amendedterms of reference, however, as dis-
closed by the Australian Premier,
omit from Clause 1 the words "each
part of the Empire represented atthis Conference" and substitutes the
names of the Oversea Dominions
only. This excludes the United King-
dom from this part of the inquiry.It is, however, clear from Reuter's
telegram that consideration of the
United Kingdom is to be taken into
account no matter what the original
intention was. Again, in the originalresolution the inquiry into the develop-
ment of natural resources and the
facilities for production included the
United Kingdom and the OverseaDominions, but Clause 2 and 3 of
the amended terms of reference limit
the investigation into these matters
to the five Oversea Dominions named

in Clause 1.

Another interesting amendment is
found in Clause 6. The inquiry
originally was directed to the extent
to which Inter-Imperial trade had
been affected "by existing legislationof each part of the Empire, but such
legislation" which, of course would
have included the existing fiscal
legislation of each part of the Empire,
but such legislation is now excludedunder Clause 6, which directs an in-
quiry as to the extent to which Inter-
Imperial trade has been affected "by
the laws now in force, other than fiscallaws." The Inquiry, as stated yester-
day, is likely to last three years, and it
is reported that the remuneration of
each member of the Commission willbe £4 4s per day during the whole
period of the inquiry. This will work
out at about £1,100 per annum per
member. In addition to these feesall railway and steamer fares, hotel
expenses, &c., will be paid by the
Governments represented on the
Commission, namely, Great Britain,Canada, Newfoundland, Australia,
New Zealand, and South Africa.When the question of the Commis-
sion's expenses was raised at the
Imperial Conference last year Mr
Fisher stated that the Oversea Do-
minions would gladly "pay theirshare," by which it meant that each
of the Governments concerned would
contribute in proportion of its repre-
sentation on the Commission. Asthere are eleven members, six of
whom are nominated by Great Britain
and one each by the Dominions, the
British Government's share of the
total cost would be six-elevenths and
the Dominions' share one-eleventh

each.

It is sincerely to be hoped that the
results attained by the Commission
will justify the great amount of labour
the inquiry is certain to involve, the
time it will occupy and the expendi-
ture it will necessitate. We feel surethe best results may be confidently
anticipated and that the Report which
the Commission hope to submit to the
Imperial Conference in 1915 will
ultimately lead to important, far-
reaching, and beneficial results to the
Mother country and the Empire as a
whole.The India Office has awarded the
contract for the new work required for a
new line with a new bridge over the
River Jumna at Rampur Station.The Government of the Punjab have
been authorized to purchase 100,000
acres of land in the Punjab for the
purpose of establishing a new colony.The Government of the Punjab have
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NEWS OF THE DAY.

A fight in which two men were
engaged last night at Wanchai resulted
in the admission of one of them to hospital.Yesterday three bodies of Chinese
were picked up in various parts of the
colony. In one case death is supposed to
have been due to plague.The Colonial Secretary's Office informs
us that the Government of French Indo-
China has declared Hongkong infected
with plague.A younger daughter of the Siamese min-
ister of the Interior died of hydrophobia at
Bangkok on April 22nd, having been bitten
by a dog some two or three months ago.Lance-Corporal Willis, of the Water
Police, made a seizure on board the s.s.
Winchester, 200 rounds of ammunition
and one dozen automatic revolver maga-
zines. A Chinese was arrested.At the Magistrate's Court this morning
a Chinese was sentenced to three months
imprisonment and four hours detention in
the stocks for snatching a Panama hat from
a man who was riding in a ricksha at West
Point.It is reported from Nagasaki that the
s.s. Fumi Maru (3073 tons) stranded off
Kumoda, Tanishima Province, on the 22nd
ult. The salvage steamer Oura Maru has
been despatched to the scene of the
accident. The extent of the damage is not
known yet.Lord Chesham's first experience as
chairman of the London County Council
was to preside over an all-night meeting.
Lady St. Haller, the only lady member
present, sat right through the meeting,
which had commenced at 9.30 p.m.Last evening a ricksha coolie was
knocked down at Shaukiwan by a motor-
car owned by the Kille garage. Suffering
from severe bruises on the head and
body, and a lacerated left ear he was
taken to hospital.A consignment of South African
fruit was sold at Covent Garden recently
the steamship Edinburgh Castle having
brought 27,750 packages to England.
Owing to the effects of the strike on rail-
way transport, low prices were realized for
a consignment of grapes, boxes of 10lbs.
averaging from 5s. 6d. to 3s. 6d. each.The Board of Trade have received,
through the Foreign Office, a silver medal
and diploma, which have been awarded by
the Portuguese Government to Mr John
Hermann Wooler, formerly an apprentice
the steamship Clax Maclean, of Glasgow,
in recognition of his services in saving the
life of a Portuguese seaman who fell over-
board at Beira on July 9, 1911.Jerry M., the winner of the Grand
National, was paraded before a large
crowd of Carnarvonshire people recently
at Vaynor Park, the residence of Sir
Charles Assheton-Smith, Bart. On the
lawn in front of the mansion was displayed
the Grand National trophies won by Jerry
M. last week and by Clotter, also owned by
Sir Charles, in 1903, and the magnificent
trophy won by Jerry M. at Anticull two
years ago.Mr Andrew Carnegie has filed a suit
to recover \$2,000,000 worth of United States
Steel Corporation bonds, with interest,
which he lent to the defunct Carnegie
Trust Company in 1909, when the company
urgently needed assistance. Mr Samuel
Kress, formerly director of the company, is
named as defendant. Mr Carnegie declares
that all he ever got back was \$50,000,
representing payment on interest coupons.The Li family case, which has been on
trial in the Original Jurisdiction of the
Supreme Court for upwards of three weeks,
and in which Mr Drummond, of Shanghai,
has been appearing for the defendants,
will shortly be finished. To-day the
evidence for the defence was closed and
the case adjourned until next Friday, when
a further witness for the plaintiff will be
called to complete her case. It is under-
stood that the addresses of Counsel on both
sides will finish not later than Tuesday
afternoon next.Whilst the epidemic of quene-cutting
has for the moment subsided on the
Chapel border, it seems to be prevalent
upon the French side, says the "N. O.
Daily News." At six o'clock in the morn-
ing recently a daring instance of it occur-
red near the boundary. A soldier entered
the concession, and whilst in the Quai du
Rempart laid hold of three Chinese, and
with a pair of scissors cut their queues. As
he was thus engaged a member of the
French police surprised him, and instantly
took him into custody. The man is now
in prison, awaiting trial at the French
Mixed Court.In view of a plague of flies at Ramsey
(Huntingdonshire) last summer, the medical
officer of health (Dr. E. Llewellyn) in his
annual report gives the following as a
remedy for the coming summer:The fly comes early into the house,
and is not all summer long as was
said. Single flies are flying about now.
Alights and settles them on the nose.
He gets a better view of the nose.
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SOCIAL AND PERSONAL.

Lieut General Sir Arthur H. Paget, from
the Eastern Command, is to succeed
General Sir Neville Lytton in the Irish
command on May 10.Mrs Smyth, wife of Colonel J. Smyth,
principal medical officer, Seacroft, died on
April 19 of cholera after nursing
their two year old child through this
disease.Mr Ogden Mills Reid has been appointed
managing editor of the New York Tribune,
of which paper his father, Mr Whitelaw
Reid, United States Ambassador in London,
is chief proprietor.Mr A. Findlay Smith, proprietor of the
Peak Hotel, left for home yesterday to
spend the summer. Mr Smith is one of the
eldest residents of the colony, and this trip
completes his 28th voyage round the world.Deputy-Surgeon General Hoskyn arrived
to-day by s.s. Syria to relieve Deputy-
Surgeon General Handyside at the Royal
Naval Hospital. The latter officer leaves
on Saturday for England by the P. and O.
s.s. Oriental.149 saloon passengers left by the s.s.
Chiao Maru yesterday amongst them being
Mr and Mrs N.J. Stubb, Mr A. Findlay
Smith, Rev. F. T. Johnson, Mr and Mrs
H. L. Denny, Mr J. F. Van Rens, all
well-known residents of Hongkong.Mr H. E. R. Hunter, manager of the
local branch of the Hongkong and Shanghai
Banking Corporation, is leaving for home
on a well-deserved holiday by the R.M.S.
Empress of Japan on the 14th inst.He is travelling for home via Canada,
and according to present arrangement his
holiday will be for six months. During
Mr Hunter's absence Mr Stephen will act as
manager of the Bank.The address which was presented to the
Rev. F. T. Johnson by ladies and gentle-
men connected with St. John's Cathedral
stated: "We wish before your departure
from this Colony on May 7th, 1912, to
express our appreciation of the services of
St. John's Cathedral takes effect, to express
our profound regret that after over 15
years of valued service your health should
necessitate your leaving us. We hope that
residence in a temperate climate will
speedily restore you to health and strength,
that we shall soon hear of your appointment
to a new sphere of labour where you will
have full scope for the use of those qualities,
which have been so appreciated by the
community in Hongkong. We wish to
bear testimony to the conscientious self-
sacrificing work that you have done, and
in saying farewell we beg you to accept the
present which is accompanied by our
heartiest good wishes for your future
welfare."

THE "SYRIA" COLLISION.

A Passenger's Experiences.

The P. and O. intermediate steamer
Syria arrived at Hongkong this morning
nearly six days late, the delay being due
to the steamer having been in collision in the
Mediterranean with a French boat, the s.s.
Circe, of Algiers. The Syria left London
on March 23, and the accident occurred
about 200 to 250 miles east of Gibraltar.Soon after five o'clock, the Syria ran into
a dense fog, and as the engines of several
steamers could be heard quite close by,
Captain Peters deemed it advisable to stop
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Shipping.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

PORTS	VESSELS	To Sail	REMARKS
SHANGHAI, KOBE, SYDNEY, ADEEN, ALEXANDRIA, SUEZ, PORT SAID, YOKOHAMA	DEVANHA	9th May	Daylight, Freight and Passage.
SHANGHAI, KOBE, SYDNEY, ADEEN, ALEXANDRIA, SUEZ, PORT SAID, YOKOHAMA	ORIENTAL	11th May	Daylight, Freight and Passage.
SHANGHAI, KOBE, SYDNEY, ADEEN, ALEXANDRIA, SUEZ, PORT SAID, YOKOHAMA	ORIENTAL	13th May	Daylight, Freight and Passage.
SHANGHAI, KOBE, SYDNEY, ADEEN, ALEXANDRIA, SUEZ, PORT SAID, YOKOHAMA	ORIENTAL	15th May	Daylight, Freight and Passage.

E. A. HEWITT, Superintendent.

CANADIAN PACIFIC ROYAL MAIL
STEAMSHIP LINE.

VIA VANCOUVER

THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG AND QUEBEC.
SUBJECT TO ALTERATION.

FOR VANCOUVER	FOR LIVERPOOL
From Hongkong, 1912	From Quebec, 1912
EMPEROR OF JAPAN, Sat., May 11.	ALLAN LINE, Fri., June 7.
EMPEROR OF JAPAN, Sat., June 1.	EMPEROR OF JAPAN, Fri., June 28.
EMPEROR OF JAPAN, Sat., June 22.	ALLAN LINE, Fri., July 19.

Steamships leave HONGKONG at 6 p.m.

FROM LIVERPOOL	ARRIVE HONGKONG.
To QUEBEC AND RAIL TO VANCOUVER	From YOKOHAMA VIA KOBE, NAGASAKI AND SHANGHAI
EMPEROR OF JAPAN, Fri., Apr. 26.	MONTEAGLE, Sat., May 25.
ALLAN LINE, Fri., May 17.	EMPEROR OF JAPAN, Thurs., June 13.
EMPEROR OF JAPAN, Fri., June 7.	EMPEROR OF JAPAN, Thurs., July 4.
ALLAN LINE, Fri., June 28.	MONTEAGLE, Sat., July 27.

All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic fleet equipped with the Marconi wireless apparatus. Each "Trans-Pacific" steamer connects at Vancouver with a Mail Express train and at Quebec with Atlantic Mail Steamer as shown above. The "Emperors of Japan" and "Emperors of India" are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line). Passengers for Europe have the option of going forward by any Trans-Pacific steamer either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Full particulars on application to Agents.

Through Passengers are allowed "Stop Over" privileges at the various points of interest on route.

R. M. S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commensurate being excellent in every way.

HONGKONG TO LONDON, Saloon on Intermediate Steamer "Monteagle" and 1st Class on Canadian and American Railways, 2nd Class on Atlantic, via Canadian Atlantic Port 243.

Via New York 245.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

NIPPONYUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATION	STEAMERS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID	MIYASAKI MARU, Capt. Y. Mura, Tons 9000	WEDNESDAY, 22nd May, at Daylight.
VICTORIA, B.C. & SEATTLE, VIA SHANGHAI, MOUL, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA	KITANO MARU, Capt. F. E. Cope, Tons 9000	WEDNESDAY, 24th June, at Daylight.
SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, COBE & YOKOHAMA	INABA MARU, Capt. S. Tomioka, Tons 7000	TUESDAY, 21st May, at 4 p.m.
BOMBAY, via SINGAPORE, COLOMBO	KAMAKURA MARU, Capt. K. Soeda, Tons 7000	TUESDAY, 4th June, at 4 p.m.
NAGASAKI, KOBE AND YOKOHAMA	YAWATA MARU, Capt. Sekine, Tons 5000	FRIDAY, 10th May, at Noon.
SHANGHAI, MOUL AND YOKOHAMA	NIKKO MARU, Capt. Yagi, Tons 6000	FRIDAY, 7th June, at Noon.
SHANGHAI, MOUL AND YOKOHAMA	IYO MARU, Capt. R. Takeda, Tons 7000	THURSDAY, 9th May, at Noon.
SHANGHAI, MOUL AND YOKOHAMA	HAKATA MARU, Capt. Y. Nomura, Tons 7000	MONDAY, 13th May, at Noon.
SHANGHAI, MOUL AND YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 6000	WEDNESDAY, 28th May, at Noon.
SHANGHAI, MOUL AND YOKOHAMA	KOBE MARU, Capt. Y. Kamoshita, Tons 5000	WEDNESDAY, 22nd May, at Noon.

Inaba Maru will connect at Kobe with the new steamer—S.S. "Yokohama Maru," which will sail from Kobe for Seattle on or about 1st June, calling at Keelung.

S fitted with new system of wireless telegraphy. Cargo only.

CALCUTTA LINE.

DESTINATION	STEAMERS	SAILING DATES
SINGAPORE, PENANG, RANGOON & CALCUTTA	CEYLON MARU, Capt. Y. Tozawa, Tons 8000	(SATURDAY, 18th May)
SINGAPORE, PENANG, RANGOON & CALCUTTA	KIRIN MARU, Capt. —, Tons 4000	(SATURDAY, 1st June)

REDUCED SUMMER RATES BETWEEN
HONGKONG AND JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 30TH SEPTEMBER, 1912.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 3 MONTHS.	Yokohama Return.	Kobe Return.	Mouji Return.	Nagasaki Return.
1st class	\$135	\$122	\$108	\$95
2nd class	\$81	\$75	\$65	\$57

With option of Rail between Steamer's calling ports in Japan.

For further information as to Freight, Sailings, &c., apply to T. KUSUMOTO, Manager.

Shipping.

? Going Home ?

A Holiday at Home, and a way to get there that's a holiday.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascination of Niagara, San Francisco, Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but \$120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is \$45. For the INTERMEDIATE SERVICE First Class accommodations are provided for \$43 to London (return ticket \$74) and to San Francisco \$25. SPECIAL RATES to officers, Army, Navy, Consular or Civil Service, on application.

Steamers:

Steamer	Tons	Starting	Time
Nile	11,000	May 14th	at 1 p.m.
Mongolia	27,000	May 21st	at 1 p.m.
Persia	9,000	June 11th	at 1 p.m.
Korea	18,000	June 18th	at 1 p.m.
Siberia	18,000	July 2nd	at 1 p.m.
China	12,000	July 9th	at 1 p.m.
Manchuria	27,000	July 16th	at 1 p.m.

Intermediate Steamers.

LET US PLAN AN ITINERARY FOR YOU.

King's Building (opposite Blake Pier), Telephone No. 141.

Fred J. Halton, Agent.

TOYO KISEN KAISHA.
IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE

Operating the THREE TRIPLE SCREW TURBINE Steamers
CHIYO MARU, SHINYO MARU & TENYO MARU.
Speed 21 KNOTS. Displacement 21,000 TONS.

AND THE TWIN SCREW S.S. NIPPON MARU INTERMEDIATE STEAMER.
Speed 18 KNOTS. Displacement 11,000 TONS.

Steamer	Captain	Date of Sailing
Nippon Maru	A. G. STEVENS	Tuesday, 28th May, at Noon.
Tenyo Maru	E. BENT	TUESDAY, 4th JUNE, at Noon.
Shinryo Maru	H. S. SMITH	TUESDAY, 26th JUNE, at Noon.
Chiyo Maru	W. W. GREENE	TUESDAY, 23rd JULY, at Noon.

The S.S. NIPPON MARU will be despatched for San Francisco, via Shanghai, Nagasaki, Kobe, Shimizu, Yokohama and Honolulu, on TUESDAY, the 28th May, at Noon.

SOUTH AMERICA LINE.

(In connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO, and the TRUANTEPEC NATIONAL RAILWAY at SALINA CRUZ).

The only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers:

BUYO MARU, HONGKONG MARU & KIYO MARU.

Ply between HONGKONG and COBONEL via MOUL, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE & VALPARAISO.

Steamer	Tons	Date of Sailing
Hongkong Maru	17,000	Friday, 7th June, at Noon.
Kiyo Maru	11,000	TUESDAY, 6th AUGUST, at Noon.
Buyo Maru	11,500	FRIDAY, 4th OCTOBER, at Noon.

ALL STEAMERS are equipped with Japanese Government WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL FARES—To OFFICERS of the ARMY and NAVY, members of the CIVIL & CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For full particulars as to Passage and Freight apply to K. MATSUDA, Agent.

KING'S BUILDING (Opposite Blake Pier).

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH
Deutsche Dampfschiffahrts-Gesellschaft 'HANSA'

REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES, VIA STRAITS AND COLOMBO, TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

Carrying Cargo at through Rates to all European, North Continental and British Ports, also Victoria, London, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and NORTH AND SOUTH AMERICAN PORTS.

Outward	Homeward
For Shanghai, Kobe & Yokohama	For Havre, Bremen & Hamburg
S.S. ALESIA	S.S. O. FERD. LAHSE
20th May	19th May
S.S. SEGOVIA	For Rotterdam, Antwerp & London
6th June	S.S. ABADIA
S.S. SILEZIA	For Marseilles, Havre & London
20th June	S.S. SITHONIA
S.S. FURST BULOW	For Havre, Bremen & Hamburg
5th June	S.S. SCANDIA
For further particulars, apply to	For Marseilles, Havre & London
HAMBURG-AMERIKA LINIE, Hongkong Office.	S.S. ABADIA

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

For	STEAMERS	To Sail
TIENTSIN via TIENTSIN, CHIAI, WEIHAWEI	CHIFSHING	THURSDAY, May 9, at Noon.
MANILA	LOONGSANG	SATURDAY, May 11, at 5 p.m.
SHANGHAI	YANGSANG	SUNDAY, May 12, Daylight.
MANILA	YUENSANG	SATURDAY, May 18, at 3 p.m.
SHANGHAI, KOBE AND MOJI	FOOKSANG	SUNDAY, May 19, Daylight.

RETURN TOURS TO JAPAN. (Occupying 24 days).

The steamers Kaitang, Namany and Fookang leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chifu, Tientsin, Chingwang, etc.

Taking Cargo on Through Bills of Lading to Kaitang, Lahad, Davao, Simporua, Tawau, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Telephone No. 215.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
Kobe, Hongkong and Rangoon.

EASTWARD

The S.S. ITOLA, 5287 tons, Captain W. W. TUCKER, will be despatched for YOKOHAMA & KOBE on the 17th May, at Noon, taking cargo and passengers at current rates. To be followed on the 1st June by S.S. MUTTRA 4644 tons, Captain H. CANN.

WESTWARD

The S.S. FULTA, will leave Hongkong for SINGAPORE, PENANG and RANGOON on the 14th May, at Noon; followed by the S.S. FAZILKA on 28th May, taking cargo and passengers at current rates.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

For Freight & Passage, apply to JARDINE, MATHESON & Co., Ltd., Telephone No. 215.

'SHIRE' LINE OF STEAMERS, LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

For	Steamers	Date of Departure
LONDON, ROTTERDAM & ANTWERP	FLINTSHIRE	about 19th May.
SHANGHAI, KOBE AND YOKOHAMA	MONMOUTHSHIRE	about 1st June.
LONDON & ANTWERP	DENBIGHSHIRE	about 15th June.

These steamers have superior accommodation for a limited number of First-Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is directed to the moderate fares charged.

Does not carry passengers.

For Freight or Passage apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, February 15, 1912.

OHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HAIPHONG	SINGAPORE	May 9, at 11 a.m.
SHANGHAI	CHINWA	May 9, at 4 p.m.
SHANGHAI	ANLU	May 11, at 11 p.m.
MANILA, CEBU & ILOILO	KARFOSO	May 14, at 4 p.m.
MANILA, ZAMBOANGA AND USUAL TAYUAN	TAIYUAN	May 14, at 4 p.m.
WEIHAWEI & TIENTSIN	HUICHOW	May 18, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANTU'.

IN CONJUNCTION WITH AUSTRALIAN ORIENTAL LINE.

MANILA, THURSDAY ISLAND, COCKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.

REDUCED FARES. Cargo booked through for all Australian, New Zealand and Trans-Pacific Ports.

MANILA LINE. Twin Screw Steamers "Tea" & "Taming." Saloon accommodation amidships; Electric Fans fitted; extra state-rooms on deck, aft. Saloon accommodation of S.S. "Kailong" is situated on deck, aft.

SHANGHAI LINE. FAST SCHEDULE TWIN SCREW STEAMERS—(S.S. Anhui, Cheung, Linan, Chingwa)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Mury Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Whampoa.

REDUCED FARES: Single \$45 Return \$75.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 34.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	Tons	To Sail
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	PRINZ LUDWIG	18,300	WEDNESDAY, 15th May, at Noon.
SHANGHAI, NAGASAKI, GOEBEN, KOBE & YOKOHAMA	Capt. A. Ahlborn	17,300	THURSDAY, 16th May, at Noon.
MANILA, YAP, MARON, SAMAR, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	COBLENZ	8,750	SATURDAY, 18th May, 8 p.m.
KOBE & YOKOHAMA	PRINZ SIGISMUND	8,000	THURSDAY, 23rd May, at Noon.
KUDAT AND SANDAKAN	BOERNER		Middle of May

All the steamers of the Imperial Line are fitted with Wireless Telegraphy. May be used by telegraph.

For further particulars apply to Norddeutscher Lloyd.

MELBOURNE & CO., General Agents, Hongkong & China.

Shipping.



STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship ORIENTAL, Captain VALENTIN, carrying 1150 Majestic's Mail will be despatched from this for BOMBAY, on SATURDAY, the 11th May, 1912, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship "Malva" 11,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles & London; other cargo for London, etc., will be conveyed via Bombay by the S.S. "Perla" due in London on the 23rd June, 1912.

Parcels will be received at this Office until 4 p.m. three days before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, April 29, 1912.

601

SOCIETA NAZIONALE DI SERVIZI MARITIMI.

STEAM FUK BOMBAY.

VIA SINGAPORE AND PENANG.

(Taking Cargo at through rates to PORT SAID, MEDINA, ALEXANDRIA, GENOA and LONDON, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, BALTIC, AMERICA, AFRICA, ALGERIA, MALAGA, LISBON, and SOUTH AMERICAN Ports up to Callao).

THE Steamship "LOCEVERA" will be despatched as above on MONDAY, the 13th instant, at Noon.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, May 7, 1912.

602

FOR KOBE & MOJI.

THE Steamship "ARRATON ARCAR."

Captain —, will be despatched for the above Ports on TUESDAY, the 14th instant, at Noon.

This Steamer has Superior Accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified Doctor.

RETURN TOURS TO JAPAN. (Occupying 20 days).

Return tickets are available by the Indo-China Steam Navigation Co.'s steamers. Fare for round trip \$129.

For Freight or Passage, apply to DAVID BARBOON & Co., Ltd., Agents.

Hongkong, May 6, 1912.

630

THE AMERICAN & MANCHURIAN

"KEY" LINE.

FOR NEW YORK

(With Liberty to call at the Malabar Coast, and to proceed to the Cape of Good Hope.)

THE Steamship "MATOPPO," Captain DORLAND, will be despatched for the above Port on WEDNESDAY, 14th May.

For Freight, etc., apply to THE BANK LINE, LTD., General Agents.

Hongkong, April 15, 1912.

630

AGENTS.

LONDON—J. ALLEN, 11 & 12 Great Street, Lombard Street, E.C. 4, B. & B. & Co., Ltd., 183 Queen's Road, Victoria.

ST. CLAIR, 80 & 82, 85, Gracechurch St., E.C. 4, STREET & CO., LTD., 30 Cornhill, GORDON & GORDON, 15 Broad St., E.C. 4, ROBERT WATSON, 180 Fleet Street, E.C. 4, MESSRS. & CO., 5, 6, 7, 8, 9, 10, 11, 12, New Bridge St., E.C. 4, MESSRS. & CO., 10, 11, 12, New Bridge St., E.C. 4.

Shipping

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON 1912.
PROPOSED SAILINGS OF MAIL STEAMERS.

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
LOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamer	Leave Hongkong	Connecting Steamer from Colombo to Marseilles and London	Tons	Saturday	Friday
ORIENTAL	5384	MALWA	11000	June 8	June 14
DEVANHA	8000	CHINA	8000	June 22	June 28
DELTA	8000	MACEDONIA	10500	July 6	July 12
ARCADIA	7000	MOREA	11600	July 20	July 26
ASSAYE	7500	MARMORA	10000	Aug. 4	Aug. 10

Passengers change Steamer at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:
1st SALOON £71.10 SINGLE £106.14 RETURN £147.18
2nd SALOON £35.10 SINGLE £53.10 RETURN £74.10

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS
WILL LEAVE FOR

LONDON.

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

Steamer	Leave Hongkong	Due London
PALAWAN	5000	May 15
BOHEMIA	5000	May 29
SYRIA	7000	June 12
BOHEMIA	7000	June 26
SINLA	6000	July 10

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.
1st SALOON £35.10 SINGLE £53.10 RETURN £74.10
2nd SALOON £17.10 SINGLE £25.10 RETURN £34.10

For further particulars apply to
E. A. HEWETT, Superintendent.

**MESSAGERIES MARITIMES
FRENCH MAIL LINES.**

FORTNIGHTLY SERVICE TO AND FROM EUROPE
Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN
Via SHANGHAI.

For	Steamer	Captain	To Sail
SHANGHAI, KOBE AND YOKOHAMA	NERA	—	May 20, about 6 p.m.
MARSEILLES, Via Port	YARRA	TIVOLLE	May 21, at 1 p.m.

TRANSHIPMENT on the Co's Steamers at SINGAPORE to BATAVIA, at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON, via Paris, from £27.10 up to £71.10. 20 hours railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

**P. THOMAS, Agent,
QUEEN'S BUILDING.**

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid accommodation for First-Class Passengers. Electric Light. Excellent Galley.

FOR SWATOW, AMOY & FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

Steamer	Captain	Leaving
HAICHING	Capt. W. O. Passmore	FRIDAY, 10th May, at 11 a.m.
HAITAN	Capt. J. S. Roach	TUESDAY, 14th May, at 11 a.m.
HAITANG	Capt. J. W. Evans	FRIDAY, 17th May, at 11 a.m.

FOR SWATOW AND RETURN.

(Occupying 5 Days)

MAIMUN	Capt. A. H. Stewart	SUNDAY, 12th May, at 10 a.m.
		WEDNESDAY, 15th May, at 11 a.m.

Steamers will arrive at, and depart from, the Company's Wharf near Blake Pier.

For Freight and Passage, apply to

**DOUGLAS, LAFRAIK & CO.,
General Managers.**

PHILIPPINE STEAMSHIP CO.

Steamship	Tons	Captain	For	Sailing Date
SAVIO	4,000	M. O. Smith	San Francisco, Manila, Cebu, &c.	FRIDAY, May 10, at 4 p.m.
RUBI	4,000	S. A. Crosby	Manila, Cebu, Iloilo, &c.	Monday, May 20, at 4 p.m.

For Freight & Passage, apply to

Shewan, Tomes & Co., General Managers.

Shipping

THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO
VICTORIA, VANCOUVER, SEATTLE, TACOMA
and PORTLAND (Or.),
via SHANGHAI & JAPAN PORTS.

Carrying Cargo on through Bills of Lading to all Overland Common Points.

Steamer	Tons	Captain	On or about
LUCERNE	—	—	May 13th
OCEANO	—	—	June 1st
OCEANO	—	—	June 25th

For MANILA only.
To be followed by other steamers of the Company at regular intervals.
The Bank Line Steamers are of the Newest Design, have most Commodious Accommodation and are fitted throughout with Electric Light and Wireless Telegraphy.
Special Parcel Express to American and Canadian Ports.
Will call at AMOY and KEELUNG if sufficient inducement offers.
For Rates or Freight or Passage apply to
**THE BANK LINE, LIMITED,
KING'S BUILDING, PRINCE'S CENTRAL.**

Telephone No. 780.

INDIAN AFRICAN LINE.

CARGO carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to steamers of the Indian African Line.

NEXT SAILING.

FROM HONGKONG. 25th May.
FROM COLOMBO. 10th June.

For Rates and further information, apply to
**THE BANK LINE, LIMITED,
(MANAGING AGENTS).**

Hongkong, April 1, 1911.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE Steamers of this Service provide Quickest transit from the Orient to the Argentine.

Cargo carried on Through Bills of Lading from Hongkong to River Plate Ports transshipping to Conference-Weir Line steamers at Calcutta.

PROPOSED SAILINGS:
FROM HONGKONG. FREQUENT SAILINGS.
FROM CALCUTTA. End January. End February.

For rates of Freight and further particulars apply to
**THE BANK LINE, LIMITED,
(MANAGING AGENTS).**

**New Line of Steamers
South African Ports.
ORIENTAL AFRICAN LINE**

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS:
S.S. DUNERIE, 3,000 tons, to be despatched End of May.

And regularly thereafter.
For rates of Freight or regularly Passage apply to
**THE BANK LINE, LIMITED,
(Managing Agents).**

Hongkong, August 23, 1911.

THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION)

Steamer	Arrive Hongkong from Australia	Leave Hongkong for Australia
EASTERN	May 3	May 25th, at Noon
ALDENHAM	May 17	June 8th, at Noon
EMPIRE	May 31	June 22nd, at Noon
ST ALBANS	June 28	July 20th, at Noon

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars, apply to

**GIBB, LIVINGSTON & CO.
Agent.**

Hongkong, November 2, 1908.

**DIRECT ROUTE TO AMERICA.
GREAT NORTHERN STEAMSHIP COMPANY**

S.S. 'MINNESOTA'
Capacity 22,000 tons. Length 830 Feet. Beam 73 Feet.
11,000 Tons Gross Register. 34,500 Tons Displacement.
EQUIPPED WITH WIRELESS TELEGRAPHY.
(CAPT. T. W. GARRICK)

SAILS FROM HONGKONG ON MONDAY, May 6th, AT NOON.

FOR SEATTLE via NAGASAKI INLAND SEA, KOBE and YOKOHAMA.

LUXURIOUS PASSENGER ACCOMMODATION—Suites and state-rooms (all outside rooms), Music room, Library, Smoking room, Billiard room, Telephone, etc.

Direct connecting with Seattle, via Great Northern and Northern Pacific Railway, for all points in the United States, Canada, and Europe.
Cargo rates and conditions of service, by call at General Agents, Yokohama, Kobe and Nagasaki, without extra charge.
For full information regarding freight or passage apply to
**SHIPPON YOKOYAMA, General Agents,
HONGKONG, November 2, 1911.**

Shipping

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government).

MONTHLY FAST DIRECT SERVICE TO TRIESTE.

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUER, PORT SAID.

S.S. BOHEMIA, 7900 tons, will leave as above on May 19th, at 6 p.m.
S.S. AFRICA, 8840 tons, will leave as above on June 19th, at 6 p.m.

Superior accommodation for 1st and 2nd Class and Steerage passengers. Cheap rates. Hongkong—Trieste Venice £50.1st class, £36.2nd class. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

TO SHANGHAI.

S.S. AFRICA, 8840 tons, will leave as above on 4th June, at Daylight.

MONTHLY ORDINARY SERVICE.

S.S. PERSIA, 12,500 tons, will leave for YOKOHAMA & KOBE, via SHANGHAI about 30th May.

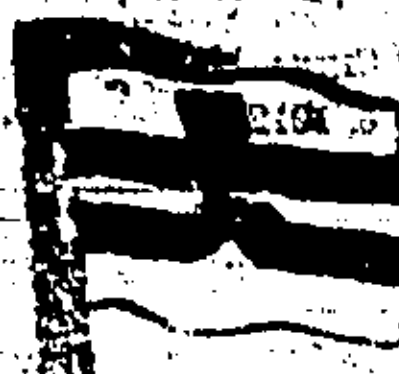
S.S. E. FRANZ FERDINAND, 12,300 tons, will leave for TRIESTE, Fiume and VENICE, via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUER, PORT SAID, on 1st June.

These steamers are fitted with comfortable On class accommodation for Saloon passengers. Cheap rates, Hongkong—Trieste Venice £45. No surtax, excellent cuisine, Doctor, Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.
Cargo is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America.

For information apply to
**SANDER, WIELER & CO., Agents,
PRINCE'S BUILDING.**

Hongkong, January 3, 1912.



OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED

SAILINGS FROM HONGKONG—

(SUBJECT TO ALTERATION)

TRANSPACIFIC SERVICE

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.)
Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada; also to the Principal Ports in Mexico, Central and South America.

For	Steamer	Tons (gross reg)	Leaves
VICTORIA, B.C. & TACOMA via Nagasaki, Kobe, Yokohama	SEATTLE MARU	6182	Thursday, 16th May, at 1 p.m.
VICTORIA, B.C. & TACOMA via Shanghai, Moji, Kobe, Yokohama	MEXICO MARU	8084	Tuesday, 28th May, at 1 p.m.

1st-class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco...G. \$110

The Co's newly built steamers have fast speed. Superior accommodation for steerage passengers situated AMIDSHIPS. A limited number of Cabin passengers carried at low rates. Best adapted room for carrying Silk, Treasure and Parcels. Special attention given towards Express connections.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

For	Steamer	Leaves
FOOCHOW, via SWATOW and AMOY	KAIJO MARU	WEDNESDAY, 8th May, at Noon
TAMSUI, via SWATOW and AMOY	DAIJIN MARU	SUNDAY, 12th May, at Noon
ANPING, via SWATOW and SOSHU	MARU	WEDNESDAY, 16th May, at 10 a.m.

Fast speed, Superior passenger accommodation. Electric light throughout. First class cuisine.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s local Branch Office at Second Floor, No. 1, Queen's Building.

S. HIROI, Manager

Notices to Consignees

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship DUNERIE having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge will be landed at once at Consignees' risk and expense. Cargo remaining on board after 2 p.m. of the 7th May, will be landed at Consignees' risk and expense. Consignees of cargo from Singapore and Penang are requested to take immediate delivery of their Goods from alongside. Such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense. No Fire Insurance has been effected. Bills of Lading will be countersigned by the Underwriter.

DAVID SASSOON & Co., LD., Agents.

Hongkong, May 6, 1912.

Notices to Consignees

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE S.S. Steamship DUNERIE, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. Bills of Lading, countersigned by the Underwriter, will be carried on unless notice to the contrary be given to-day. All Claims must be presented within ten days of the vessel's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to suit. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th of May, at 2.30 a.m. All claims must reach us before the 11th of May, 1912, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, May 2, 1912.

Notices to Consignees

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship Hopang, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Bills of Lading will be carried on unless notice to the contrary be given to-day. All Claims must be presented within ten days of the vessel's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to suit. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th of May, at 2.30 a.m. All claims must reach us before the 11th of May, 1912, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, May 2, 1912.

Notices to Consignees

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Steamship COLESEZ, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. Bills of Lading will be carried on unless notice to the contrary be given to-day. All Claims must be presented within ten days of the vessel's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to suit. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th of May, at 2.30 a.m. All claims must reach us before the 11th of May, 1912, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, May 2, 1912.

Notices to Consignees

NOTICE TO CONSIGNEES.

STEAMER BENNET-SIMONE.

COMPAGNIE DES MESSEGERIES MARITIMES.

CONSIGNEES of Cargo from Leghorn or S. F. de Arona, in connection with above Steamer, are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10th day requesting it to be landed here. Bills of Lading will be countersigned by the Underwriter, and Goods remaining undelivered after the 13th May, at Noon will be subject to rent and landing charges. All claims must be sent in to us on or before the 15th May, or they will not be recognized. All damaged packages will be examined on the 13th May, at 2 p.m. No Fire Insurance has been effected.

P. THOMAS, Agent.

Hongkong, May 6, 1912.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Co's Steamship Suiko, having arrived from the above Ports, Consignees of cargo are hereby informed that their goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after 4 p.m. of the 7th inst. will be landed at Consignees' risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, May 7, 1912.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship BUELOW, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. Bills of Lading will be carried on unless intimation is received from the Consignees before Noon to-day requesting it to be landed here. No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 8th of May will be subject to suit. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th of May, at 2.30 a.m. All claims must reach us before the 10th of May, 1912, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter.

NORDDEUTSCHER LLOYD, MELOREBS & CO., General Agents.

Hongkong, May 1, 1912.

AMERICAN & ASIATIC S.S. CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK & SINGAPORE.

THE Steamship INDIANAYO, Captain THOS. R. EVANS, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Bills of Lading will be carried on unless notice to the contrary be given to-day. All Claims must be presented within ten days of the vessel's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to suit. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th of May, at 2.30 a.m. All claims must reach us before the 13th of May, 1912, or they will not be recognized. No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & CO., General Agents.

Hongkong, May 1, 1912.

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